



**City of Seattle
Seattle Department of Neighborhoods**



**UNIVERSITY OF
WASHINGTON**
OFFICE OF REGIONAL AFFAIRS

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Alternates

Anita Bower
Montlake Community Club

Tom Roth
Ravenna Springs Community Council

Matthew Stubbs
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Larry Sinnott
Ravenna Bryant Community Assoc.

Brian Ramey
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Ruedi Risler
University Park Community Council

Heather Newman
Laurelhurst Community Club

Ex-Officio Members

Steve Sheppard – DON
City of Seattle, Dept. of Neighborhoods

Theresa Doherty – UW
University of Washington, Office of Regional Affairs

City of Seattle - University of Washington Community Advisory Committee

Meeting Notes

Meeting # 125

May 14, 2013

Paccar Hall

4277 NE Steven Way

Seattle, WA 98105

First Floor Conference Room #456

Members and Alternates Present

Matt Fox	Kirsten Curry	Eric Larson
Daniel Kraus	Betty Swift	Heather Newman
Elaine King	Chris MacKenzie	Ashley Emery
Zac Eskenazi	Daniel Nguyen	Barbara Quinn
Jean Amick	Brett Frosaker	Cory Crocker

Staff and Others Present

Steve Sheppard	Theresa Doherty	Dave LaClegue
Celeste Gilman	Donn Stone	Phil Thiel

(See sign-in sheet)

I. Welcome and Introductions The meeting was opened by Zack Eskanazi. Brief introductions followed.

II. Approval of Agenda/Housekeeping

The meeting agenda and minutes for meeting #124 were approved without substantive changes.

III. Tour of Paccar Hall – Kate Bouchard

Kate Bouchard introduced herself to the committee. Ms. Bouchard is the Assistant Dean, UW Finance and Facilities. She oversees the building coordinators to make sure everything runs smoothly. (*The committee went ahead and toured the Paccar Hall*)

IV. Sound Transit Plaza Presentations

A. Community Proposal – Donn Stone, Phil Thiel

Phil Thiel was introduced to give a presentation regarding the community-led proposal for a public open space around the new Sound Transit link station. Mr. Thiel mentioned that this particular location (edge of the district) is an important focus for the district. This real estate location will become vacant and once developed

The City of Seattle-University of Washington Community Advisory Committee advises both on the community impact of planning and development activities at the University of Washington and surrounding area. For more information on CUCAC activities call either: Steve Sheppard – City of Seattle (206) 684-0302 or Theresa Doherty – University of Washington (206) 221-2603.

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will be an integral part of the interchange traffic around the University district and the neighborhood.

University District and neighborhood. He noted that this is a unique opportunity for an open plaza in the heart of the University District. Uses envisioned for this space include: child care center, coffee and newsstands, ATM's, snack bars, restaurants, etc. The best way to achieve this is an open space all weather public area. This area can provide a focus for programs such as the Farmer's Market, monthly crafts event, and an Annual Mural competition sponsored by the Chamber of Commerce and the University. There would also be retail activity around the edges.

Mr. Thiel emphasized that one key to bring this vision to fruition is the creation of an ad hoc committee composed of representatives from the landowners, neighborhood groups, merchants, Chamber of Commerce, the University, Seattle Parks and the Police Department.

Mr. Thiel then introduced Donn Stone, Principal of Rolluda Architects to further discuss possible detail of the plan. Mr. Stone presented diagrams of possible arrangements of the open plaza. He noted that the diagrams would be on display during the street fair so people can take a look at it.

Mr. Stone also mentioned that since last September, they have been fielding questions and answers so the public will be more aware about the effects and benefits of having a public space, looking at different mechanisms, ways to finance and fund these open space as well as monitoring and managing this public space. We are also participating with various stakeholders to determine and identify their needs. This will help us analyze where the different potential development sites to work on. This is a very complex problem, but developing and having a good communication will lead to a strong public dialogue.

B. Urban Design Framework Report Proposals and the Relationship to the Sound Transit Plaza – Dave LaClergue

Dave LaClergue from the City of Seattle Department of Planning and Development (DPD) was introduced to discuss the Urban Design Framework. Mr. LaClergue stated that he had been working with the neighborhood for the past year to develop this planning framework. The process is being coordinated with steering committees that are comprised of residential and property owners working together to build a strategic plan for the University District. The city is working closely with all of these organizations. He noted that the City anticipates increased development interest in part because of the new Sound Transit station. DPD is working on changes to: 1) design guidelines, 2) zonings in the neighborhood, and 3) street designs.

Mr. LaClergue noted that the Urban Design Framework is not a regulatory document that goes to the City Council or a document that changes any laws on development. The purpose of this document is to go reach out to the community to determine what the people would like to see in their neighborhood. Once completed, the framework will provide background and guiding principles that will assist DPD in re-zone proposals. He noted that streetscape design will be completed this year and 2014; zoning changes and recommendations to the City council by 2015; and changes to Design Guidelines in 2016.

Mr. LaClergue briefly discussed the status of current planning with an emphasis on open space planning in the heart of the University District. He stated that key elements will include green streets and augmented open spaces. He noted that in 1990's, three streets were designated as green streets (Brooklyn, 43rd, and 42nd). Green streets are intended to have a high level of landscaping, wider sidewalks, and park length features. These are implemented by working with the community for the design and characteristics of these streets. After determining the design of these green streets, these are implemented as new development occurs. Mr. LaClerque also noted that DPD has some control over the kind of amenities required as part of the development such as sidewalk cafes, open spaces courtyards.

Open space is an important element. There are a number of parks in the planning stages including a Small park by the scuba view point by Agua Verde associated with the moving of the University Police station and mitigation for the 520 bridge, this will become a large private park. Similarly, the Parks Department has funded and is in the process of designing a park on the south side of New Heights Community Center. There is also some consensus about having some type of public space in the core neighborhood. The Parks Department is interested in having a park space in the University District.

Mr. LeClerque noted that the City is also looking at alley activation, green ways, pedestrian and bicycle circulation and connections between the University District and points west. "Alley activation" has tremendous support. The idea is that for a limited number of alleys improvements and uses such as dining patios and pedestrian connections would be established. Potential alleys have been identified for the first phase. This will start with the alley behind the University Bookstore up to 45th. The second phase will be other alleys between 45th and 42nd.

Neighborhood green way is a term used to describe a major bike thoroughfare with augmented landscaping and widened sidewalks, etc. There is a growing neighborhood support for a potential green way on 12th. The main improvements to see on a Green Way are improved and safe crossings for bicycles.

He noted that there is growing consensus regarding the East/West connections as an important element of development of the rail transit. A large number of people will walk from the station to the campus, many using NE 45th Street. The sidewalks are narrow and the north/south blocks are long. The idea is to create a mid walk pedestrian pathways. Another element of this focus might be augmented pedestrians and bicyclist access across the freeway possibly using NE 47th Street with a new lid across the Freeway at that location. Everyone likes to have an open lid over this park, but it is a very expensive proposition.

Brief Committee discussion ensued. Members asked for clarification concerning the relationship of this effort to the parks levy and whether the actions might further exacerbate auto congestion in the area. Mr. LeClerque responded that it was too early to discuss the funding situation and that they City was being careful to maintain auto and transit access while improving other modes as well. He noted that the green street proposals would not close streets to traffic.

Members also asked how the U District Square proposal as outlined by Professor Theil related to the ongoing City/University planning. Mr. LeClerque responded that this was identified as one of the options for augmented open space and that there were other option and configurations also being evaluated. Theresa Doherty stated that the University is also aware of the proposal.

Members noted that there appeared to be growing support for some public open space associated with the transit station. Matthew Fox moved that:

The City of Seattle - University of Washington Community Advisory Committee endorses the concept of a plaza in conjunction with the Sound Transit Station and that neither the University nor City of Seattle should take an action that would preclude development of such along the general lines proposed by the University District Square Organization with details to be determined.

The motion was seconded.

The question was called. The vote on the motion was:

7 in favor
none opposed
none abstaining.

A quorum being present and a majority of those present having voted in the affirmative, the motion passed.

V. UPass and UW Transportation Management – Celeste Gilman

Celeste Gilman (UW Transportation) provided an update on the U-Pass and UW Transportation Management. Ms. Gilman mentioned that the University just completed their 2012 Campus Wide Transportation Survey. The findings were that 19% drive alone, 6% carpool/vanpool, 41% transit, 9% bike, 24% walk, and 1% other. The data is very consistent from two years ago and it is continuing to trend to the right direction.

Ms. Gilman also provided data on the number of trips taken by faculty, staff and students during peak periods as part of the recording for the Campus Master Plan. For the 2012 AM peak inbound to the U district, it is 18% below the Campus Master Plan cap; AM peak inbound campus, it is 26% below cap; PM peak going away from the U district is 16% below cap, PM peak going away from campus is 26% below the cap.

Members asked whether possible upcoming cuts in metro service might adversely affect the University. Ms. Gilman responded that the cuts will have an impact. Up to 50% routes serving the UW will be reduced.

VI. University Updates – Theresa Doherty

A. Burke Gilman Trail

Theresa Doherty informed the committee that the Burke Gilman trail is being expanded to make more room for the bicyclist and pedestrians and it will have a grade that separates the bicyclist from the pedestrians. The current budget is around \$20 million. \$4 million has been allocated by the Puget Sound Regional Council and the University is allocating an additional \$2 million for a total of \$6 million. Ms Doherty also noted

that the Federal Department of Transportation announced that they are going to do a 5th round of Tiger Grants. The University is going to compete for Tiger Grants for an additional \$10 million. Allocations may be announced as early as April 22nd. The University is trying to get letters of support from the county and city councils, the mayor and all other executives as well as this committee. Ms. Doherty informed the committee that she will send out an email link to those who are interested in supporting this..

B. Husky Stadium

The construction of the Husky Stadium is 80% complete with substantial completion expected August 8th. The first UW football game is scheduled for the end of August.

Coordination with Sound Transit has been flawless. She noted that the Department of Intercollegiate Athletics made a temporary change to the 1986 TMP in order to manage any adverse impact to the community. This included a \$5 fee for round trip bus fares. Prior to the change, the fare was free. This is only temporary to see if there are adverse impacts. If a decision is made to make this change permanent it will have to be approved by both the City Council and this committee

C. Police Station

The station is currently located in the Bryant building. The University is planning to move the police station to a parking lot behind Poole Hall. The University came to this committee and showed the different possible locations for the Police station and it was decided that the location will be at a parking lot behind Poole Hall. Once the police station has moved, the Bryant building will be demolished and it will turn into a public park. The University will transfer park ownership to the City of Seattle, and it will become an official City of Seattle park. The project should be done by 2018-2019.

D. WSDOT 520 project Mitigation on UW Campus

Union Bay Natural Area – WSDOT is trying to find property where they could create, mitigate or enhance current wetlands. The whole parcel of property will be either enhanced or create new wetlands including the present parking lot used for construction.

Arboretum – The City of Seattle owns the property and the University the plants, both. WSDOT is creating a multi use trail so that the public can both walk and ride the bike through the arboretum. When the ramps are taken off by WSDOT, the whole north entrance area will be re-graded and will become part of the arboretum.

Park Land at the Old Bryant Site - If everything goes well, design will begin in August or September that will take about two years. Once the design and construction is completed, we will move the police into the station and transfer the property to the City of Seattle. They will have 3 years to design and build the park. The deal with RCO is to complete the new park within 5 years of the conversion.

VII. Adjournment

No further business being before the Committee the meeting was adjourned.